

Edmonton Trail Survivors

Thirty of Them Reach Fort Wrangel on the Steamer Strathcona.

Another Hundred Still on the Way to the Coast.

Wrangel, Alaska, Aug. 6.—The Stikine river steamer Strathcona arrived here to-day with thirty survivors of the Edmonton trail. They were: M. Randeman, Chicago; J. Cliff, Vancouver; W. T. Munn, Missouri; E. H. Lyons, Missouri; W. Coulter, Manitoba; C. Oatig, Chicago; G. Velger, Canada; S. W. Morgan, Silverton, Ore.; H. Penk, Los Angeles; H. Berton, Salt Lake City; W. Hinman, Chicago; C. Jefferson, Asbury Park, N. J.; J. Moore, San Francisco; M. Velez, Ohio; J. McGilvary, London, England; W. Reed, Canada; O. Reed, Canada; J. Levin, Ottawa; J. Hackney, Ottawa; E. H. Dunbar, Seattle; W. H. Dunbar, Seattle; M. Toit, Canada; M. W. Weisen, Chicago; A. H. Tigar, Prince Albert province, Canada; C. Stiefel, Chicago; W. H. Wells, Missouri; D. Robertson, Vancouver; A. G. Tomlinson, Tacoma. All these men came in with the pack-train sent out from Telegraph Creek and Laketon by the various trading companies last spring.

To outward appearances these men certainly gave evidence of an awful suffering since leaving Edmonton, 18 months ago. Most of them are sickly looking, with unkempt beards and greasy clothes—pictures of physical and financial wrecks. Several are prematurely gray and bear the marks of scurvy. A few have just enough money to reach Seattle or Victoria, but the majority are without funds. The citizens of Wrangel have appealed to the United States government at Washington, but up to this date no aid has been received. There are now about 25 destitute miners here.

Many had narrow escapes from starvation along the trail from Fort Simpson to Mackenzie river and Fort Liard. A few and partly lived on red squirrels and bacon for nearly two weeks.

M. Ostig, C. Stiefel and M. W. Weisen, three of a party, left the camp at Liard post last spring to trap, and have never been heard from since.

Mr. Randeman, of Chicago, was lost in the woods about Fort Liard last fall and was compelled to live on bacon for three months.

Perry Wells, brother of W. H. Wells, who was one of the passengers of the Strathcona, died of scurvy at Telegraph Creek. It is estimated that there are still more than 100 men scattered along the trail between Liard post and the Pelly banks, and relief parties have been sent out by the Hudson's Bay Company. The last reports brought to Liard post were that many were dying of scurvy and hunger.

It is estimated that there are thirty or forty sufferers at Telegraph Creek, awaiting the next trip of the boat. The sick that had to be carried on stretchers had not yet reached Glenora when the Strathcona sailed.

Several starvation cases are reported. About twenty miles above Devil's Portage two unknown men were found frozen to death last winter. A man bearing the name of Johnson, from New York, was found dead in a tent near the source of the Mackenzie last fall. This poor fellow had as a covering only half of a blanket, and in a diary still open in his hand were these words, opposite the date, February 15, 1897: "I die of hunger."

Along the route from Fort Simpson, on the Mackenzie river, to Fort Liard, men with frozen limbs were assisted, while some too weak to help themselves were necessarily left behind by those more fortunate and able to struggle along.

Scurvy raged in all the camps more or less, but there were few deaths from the disease reported.

A number of Canadians who attempted a crooked land trail from Fort Simpson to Fort Francis last fall have never been heard from, and it is likely they perished from cold. Beaupre was the name of one of these men, and he hailed from Ontario.

Provisions were scarce and high at all the posts last winter, and at several, including Liard post and Fort Francis, even the post men were put on rations during the months of April and May of this year. Flour sold at \$35 per sack; bacon, 75 cents per pound, and beans, 25 cents per quart. This made up the daily menu for several weeks.

Many owe their lives to the relief party under Scott Simpson, sent out by the Cassin Trading Company, which reached Liard post May 23. This daring party left Liard in March, and made a most perilous trip across Dease lake with dogs. As the ice broke up one of this rescuing party was drowned and nearly all the dogs and sleds were lost.

The majority of the returning gold seekers took the Mackenzie water route from Edmonton. Coarse gold was found in several small streams, and gold colors were often seen, though not in sufficient quantity to work.

VANCOUVER AND VICINITY.

California Apples and Peaches Condemned—Van Anda Working in Full Force—The Sockeyes.

From Our Own Correspondent.
Vancouver, Aug. 11.—One hundred and fifty boxes of California apples and peaches were condemned to-day by Inspector Wilson because they were affected with codling moth and San Jose scale. The boxes condemned formed nearly half of a shipment that arrived here yesterday.

Another shipment of \$6,000 worth of copper matte arrived from the Van Anda smelter to-day. A full force of men is again at work on the property.

Reports from the Fraser are that there are still very few salmon in the river, but large numbers are reported in the clear water of the Gulf. The traps are all full up, and several canneries packed last night. No improvement is looked for in the run until Sunday.

Hundreds Slain By Hurricane
Appalling Reports of Death and Destruction Received From Porto Rico.

Survivors in Want and Misery and Loss of Property Enormous.

San Juan De Porto Rico, Aug. 10.—A hurricane broke over the south coast at 1 o'clock Tuesday morning and swept northwest. There was no abatement for nine hours, the greatest damage being done between 8 and 10 o'clock a. m.

At San Juan four natives were drowned in the harbor, eighty houses were demolished and hundreds were unroofed. The damage to property is estimated at \$500,000. Commissary stores to the value of \$50,000 were destroyed.

A dispatch by cable from Ponce says the town was almost destroyed. Almost all the frame buildings are down, the bridge is swept away, and there is no communication between the coast and the city proper. The damage to the port is estimated at \$250,000. Two natives are known to have been drowned. The records and the property of the customhouse are ruined and all the vessels are ashore.

At Alibonito very little remains standing except the cathedral and the barracks. Four natives perished and three U. S. soldiers were badly injured. As the town is without provisions government relief has been dispatched thither.

El Caney was leveled to the ground, 200 houses being demolished. Two U. S. soldiers were injured there, and many cavalry horses killed.

At Catano the entire plant of the Standard Oil Co. was ruined. The loss of the property is \$200,000.

At Bayamo a majority of the houses were destroyed and the rest were flooded. Two hundred cattle were killed and the railroad was seriously damaged. The village of Carolina was literally razed. At Caguas four persons were killed.

A courier from Humacao, capital of the province of that name, on the eastern coast of the island, brought an official report from Capt. Eben Swift, of the Fifth U. S. cavalry, who says: "Humacao was totally destroyed by the hurricane. Forty-six bodies have been recovered and there are many more in the debris. Eight privates of Troop C were injured, two fatally. Sergt. King, of the Eleventh Infantry, was injured. North, a discharged private, is missing at the port of Humacao. Eighty-one bodies have been recovered. Eight hundred people are starving here."

Three persons were killed at Las Piedras, and five at Juco. The steamer Sibon, and Capt. Thomas, on route from Mayaguez to San Juan, was caught in the storm, but her passengers and crew were saved through the heroism of Mr. Shingle, the first officer.

The coffee crop is ruined and the loss will reach millions. Very great injury has been done also to the orange crop.

No definite returns have yet been received from the southern section of the island, apart from Ponce. It is certain, however, that the food supply in the stricken districts has been destroyed and in these quarters the quantity of government stores on hand is small. Relief wagons will be sent to-morrow in various directions.

Gen. George W. Davis, the governor general, has cabled to the war department an appeal for assistance.

Washington, Aug. 11.—A report has been received from San Juan Porto Rico estimating the number of killed at 500. The same officer says a very serious condition of affairs exists at Ponce.

YOU TRY IT
If Shiloh's Cough and Consumption Cure, which is sold for the small price of 25 cents, 50 cents and \$1.00 does not cure, take the bottle back and we will refund your money. Sold for over 50 years on this guarantee. Price 25 cents and 50 cents. Sold by Henderson Bros.

The Seattle Tournament

Further Details of the Matches Played by Victorians on Thursday.

Winners of the Finals in the Club Events at Duncans.

Seattle, Aug. 11.—A cold and chilling wind dampened the ardor of the tennis enthusiasts somewhat yesterday, but did not keep them at home. With heavy wraps about their shoulders ladies watched the play and warmed themselves up a trifle by a vigorous clapping of hands when the occasion warranted it.

It is seldom that a finer match is witnessed than that which was played by Champion Foulkes, of British Columbia, and F. C. Newton, of Seattle. Foulkes won 6-4, 6-4, but in order to do it he was compelled to play his best game. Newton seemed to be on his mettle, and played a game which surprised his friends. Experts expressed the opinion that Newton showed form calculated to defeat any other player in the lists except Foulkes.

Mr. Goward, of Victoria, arrived and won two matches in singles easily. Francis, Tacoma's clever tennis expert, was beaten by Pacific Northwest Champion Russell in a one-sided match. Francis was not up to his usual form, although he won his first match with L. Pelly, losing the second set. Mr. Pelly played unusually well. L. Pelly, George Hurd and Mr. Powell all won their matches. This leaves the men's singles still in doubt, all the "top notches," except Newton, being in the game. To-day's and to-morrow's matches in men's singles will be well worth watching.

Mr. Carstens was the recipient of many congratulations on account of his fine work in men's doubles as the partner of Mr. Powell. They beat Power and B. Pelly two straight sets, but later in the day lost to Hurd and Russell in a three-set match. The latter team found it a very difficult matter to win the match. Foulkes and Goward, the crack Victoria double beat Pelly and Newton in an interesting match, 6-3, 6-3.

Miss Beattie continued her victories over her besting Miss Banks, 6-1, 6-3. Miss Banks has improved wonderfully since last season, and is now one of the best among the local lady players. The closest and most exciting match in ladies' singles was that between Miss Riley and Mrs. Langley, the former winning, 6-4, 6-5. More games were played but this was due to a misunderstanding.

The victory of Miss Riggs and Miss Kershaw, of Tacoma, over Miss Beattie and Mrs. Langley of Victoria was a surprise. They took two straight sets, 6-3, 6-5. It must be said in justice to the Victoria pair that they were somewhat handicapped by lack of practice together. Perfect team work was a material point in Miss Riggs and Miss Kershaw's victory.

Entries Close To-day.
The entries for the boys' tennis tournament, to be held on Monday, Tuesday and Wednesday of next week, must be handed in by noon to-day, at the club courts, or to Messrs. Aspland, Patton or Keefe, at their respective homes, as the handicaps must be made up in the afternoon.

At Duncans.
The annual tournament of the Cowichan Lawn Tennis Club, which has been in progress at Duncan for several days, will be concluded this afternoon, when a large attendance is expected from Victoria and other places along the line. The club handicaps were being decided yesterday, the gentlemen's doubles being won by R. E. Barkley and R. Master, who defeated O. Smith and C. Kingston, 6-0, 6-1. Miss M. Musgrave and Miss M. Livingstone won the ladies' doubles, defeating the Misses Robertson, 6-3, 6-4. The open singles will be played to-day.

YACHTING.
Haleyton Returns Home.

After a stay of four or five days in port the Vancouver yacht Haleyton left yesterday for home. The Linda, the commodore's boat of the Tacoma Yacht Club, will remain until Monday. A number of the Victoria Yacht Club have visited aboard and have been most hospitably entertained. So far the companion yacht of the Linda, the Colla, which was to leave Tacoma soon after the former, has not arrived, and it is thought now that she came no further north than Whidly Island.

CRICKET.
Vancouver v. Navy.
The Vancouver cricket team arrived on the Islander last evening, and will to-day meet a team from the Navy at the Canton grounds.

DECORATIVE DESIGN.

Last Day of the Local Exhibition—Canon Beaudouin's Interesting Lecture.

A very interested and appreciative audience gathered in the large room of the Canada Club on Thursday evening to hear the Rev. Canon Beaudouin lecture on "Art, as Shown by the Early Printers." The room was fragrant with exquisite flowers and all the visitors present expressed their delight with the exhibit, finding it difficult to settle down when the "chinking of the silver bell" called for silence and attention.

The lecturer said that the object of the lecture was exactly what the title said, "Art, as Shown by the Early Printers," and he intended to trace the development of the letter A from the little head which first gave rise to the form of the letter, and which, inverted, is almost exactly the shape of the present letter—to the beautiful and dignified A of the 16th century, and the decorative A of the Gothic and Renaissance periods. By means of a number of carefully prepared diagrams the audience was shown the successive steps in the development of the letter and its forms on very ancient coins and old manuscripts. The lecturer was at his best and the very lucid and clear information he gave will long be remembered by those who had the privilege of hearing him. This being the last day on which the exhibition will be in Victoria it will be open to the public from 10 a. m. to 7 p. m., for the convenience of those who have not already seen it and also for the benefit of any students who may wish to copy designs. At 4:30 this afternoon Miss Dunlap will continue her lecture on "Decorative Art," giving some interesting information on the different art schools and the methods adopted by them in the training of students of decorative design.

LOCAL NEWS.

Death of Mrs. Pierre.—At the Jubilee hospital yesterday afternoon the death occurred of Mrs. Pierre, wife of Mr. John T. Pierre. The deceased was the third daughter of Mr. Charles Sharp, of View street, and was born in Victoria 33 years ago. The funeral will take place on Sunday afternoon at 3, from the residence, 25 St. Louis street.

A Good Suggestion.—It has been suggested that those attending the Arion Club concert at the Gorge on Wednesday evening next should decorate their boats with Chinese lanterns, and that the residents along the Arm should also do a little illuminating. The Arion Club have made the concert an annual event, and the citizens should do their share to help it out.

Knocked Down by a Horse.—While standing at the corner of Yates and Douglas streets yesterday, conversing with a friend, Mr. Benjamin Evans, of Cadboro Bay, late usher of the Supreme court, had the misfortune to be knocked down by a fast-driven car, receiving so serious injuries that he is now in the hospital. The accident attracted attention at Dr. Fraser's office, where it was ascertained that no bones were broken. The chief danger to the patient lies in his age.

A Good Show.—Joe Hayden, since the opening engagement at the Savoy theatre, has introduced a number of novelties, not the least of which are among the attractions of that popular amusement resort this week, "The Lilliputians," with which the entertainment opens, is something new to Victorians, those taking part being so arranged that they will appear as dwarfs. His shadow-pantomime is also well worth seeing, while the management, in addition, provide other attractions.

Died at Cumberland.—News was received yesterday from the United States that at Cumberland on Tuesday last of Mrs. Roe, who until her marriage a year ago was a resident of Victoria, a member of the teaching staff of the public schools. She had a host of friends, to whom the news of her death comes as a severe shock. Deceased was a sister of Major Ross Mounro, besides whom her husband, mother and two sisters survive here. The funeral took place at Cumberland yesterday.

Beach Concert.—At Oak Bay beach this evening the band of the Fifth regiment will present the following music under the direction of Bandmaster Finn:

1. Overture—"Lustspiel." Keller Bala
2. Char. piece—"A Maiden's Caprice." Robinson
3. Selection—"Southern Melodies." Robinson
4. Concert Waltzes—"Castles in the Air." Robinson
5. Grand Selection for "Lucia di Lammermoor." Donzetti
6. Grand Selection for "The Best Ever." Mackie
7. Medley Selection—"The Best Ever." Mackie
8. March—"Bride-Elect." Sousa

Soldiers in Godfrey's Band.—Dan Godfrey's band includes not merely the finest musicians in the army, but picked men from the Guards regiments who have won honors on the field of action. Most of them have medals. One member—Brady, the trombone player—has no less than four, two of which were won with Lord Roberts in the Afghan campaign. He received a third from the Royal Humane Society for saving the lives of two people, and the fourth is a good conduct medal. Bolton, tympani player, is the champion lightning drummer of the army, and is the original in the well-known picture of "Tommy," the drummer of the First Life Guards. Of the soloists, Kethwell, the sub-conductor, is the first cornetist in England; Redfern, the flutist, is recognized as unequalled on his instrument; Sergeant Manners, a Grenadier Guardsman, has played under Godfrey for 27 years. Two other men were with him when he brought the band over to the Peace Jubilee in 1872, when most of the band have been with the present leader nearly the whole of their lives. The sale of seats for the engagement in the Drill hall on August 31 opens on Monday, August 21, at the Victoria Book & Stationery store, at 9 o'clock.

WHAT IS SHILOH?
A grand old remedy for Coughs, Colds and Consumption, used through the world for half a century, has cured innumerable cases of incipient consumption, and relieved many in advanced stages. If you are not satisfied with the results, send for a refund of your money. Price, 25 cents, 50 cents and \$1.00. Sold by Henderson Bros.

The famous "Morris" Easy Chairs, and an endless variety of reed goods, at Weller Bros.

Don't forget the concert to-night—Oak Bay.

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P. O. DRAWER 613.

SOCIETIES' RE-UNION.

Five Thousand Visitors Will Be Here to Witness the Big Celebration.

A very largely attended meeting of the general committee of the societies' reunion took place last evening, and considerable routine work was disposed of. Reports were received from the re-union committees in the surrounding cities, showing that over 5,000 visitors will be present at the celebration.

The interest in this event was manifested by a large number of communications from outside societies, and in view of the amount of work accumulating in the secretary's hands, it was decided to hold another meeting of the general committee on Wednesday next at 8 p. m. A number of appropriations were made the various committees, and the president officers of all lodges in the city were appointed on the reception committee.

A vote of thanks was tendered Mr. W. H. Smith for the able manner in which he has attended to the interests of the celebration in the Sound cities.

Arrangements have been made for the following bands to take part in the procession: Lubin's (Seattle), Fifth regiment band, Wellington silver cornet, and a band of pipers. It is also expected that several other bands will arrive in time for the procession. Messrs. W. J. Hanna, Ald. Williams and P. James were appointed judges of sports; and Messrs. J. Braden and S. L. Redgrave starters. For the Scotch games, Messrs. J. Robertson, T. Russell and A. Tolmie were appointed judges, and R. Mitchell and W. Lorimer starters.

The parade will start from the market hall at 1:30 p. m., taking the following route: Up to Douglas; to Yates; Yates to Government; Government to Belleville; Belleville to Menzies; Menzies to Simcoe; Simcoe to the Park. The procession will be marshalled by Officer Redgrave, and in view of the large number of visitors to be here on that date, it is hoped that the citizens generally will decorate their places of business.

STARVED NERVES.

When the blood is thin and watery, the nerves are actually starved. The exhaustion and prostration soon follow. Feed the nerves with Dr. A. W. Chase's Nerve Food and you will impart to them the new life and vigor of perfect health. Face cut and fac-simile signature of Dr. A. W. Chase on every box of the genuine.

WIND WORKS DESTRUCTION.

Bessemer, Mich., Aug. 11.—A fierce wind at Ora and rain storm last night tore the roof from the electric light plant, destroyed several business houses, and moved 20 buildings and the opera house from their foundations. The mines are all shut down for want of light.



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ONE POUND CAN 25¢

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BOIRN.

GOLDSMITH.—In this city on the 11th inst., the wife of Joseph Goldsmith of a daughter.

DIED.

GILCHRIST.—In this city, on the 10th inst., Marion, the beloved wife of James Gilchrist, a native of Lanarkshire, Scotland, aged 38 years.

TODD.—At the family residence, No. 196 Johnson street, on the 10th inst., J. H. Todd, a native of Brampton, Ontario, aged 72 years.

The funeral will take place on Saturday, Aug. 12th, at 2:30 p. m., from the residence as above, and at St. John's church at 3 o'clock.

PIERRE.—At the Royal Jubilee hospital, on the 11th inst., George Pierre, Jr., aged 33 years, and a native of Victoria.

The funeral will take place on Sunday at 2 p. m. from the family residence, No. 25 St. Lewis street. Friends will please accept this intimation.

MONUMENTS

Call and get prices for monuments, copings, wreaths, etc., at FRADBURY'S Marble and Granite Work, Blanchard St., one block above City Hall.

For Sale or Exchange.

Irregular, water power and mining estate, complete, covering large body of good land, price \$37,000; all clear; exchange for other property and assume mortgage. Box 422, Victoria, B. C.

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CASHBORN'S, 108 Douglas street; buys and exchanges all kinds of books and maps.

DRAYMAN.
JOSEPH HANBY, Truck and Drayman, Office 25 Yates street; stables 110 Dupont street; Telephone 171.

FUNERAL DIRECTORS & EMBALMERS.
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MINING BROKERS.
BEN WILLIAMS & CO., 41 Fort street, mining brokers and operators. Stocks and shares sold on commission. Cor. correspondence solicited.

NOVELTY WORKS.
L. HAFER, general machinist, 180 Government street.

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PHOTOGRAPHIC SUPPLIES—R. Maynard, 41 Pandora street—All kinds of photographic material for amateurs and professionals; Kodaks, Pencers, Koronas, Primos, etc. Same block Mrs. H. Maynard's Art Studio; also views of British Columbia and Alaska for sale.

Same block—Maynard's Shoe and Fitting store, 41 Pandora street; boots, shoes, leather and shoe findings; "K" boots a specialty.

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SONS OF ENGLAND.—Alexandra Lodge, A.O.U.W. Hall, 2nd and 4th Thursday, J. G. Taylor, secretary.

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TWO

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The Colonist.

SATURDAY, AUGUST 12, 1899.

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AN IMPORTANT CONTEST.

The contest for the New Westminster seat will have an important bearing upon politics in British Columbia. If it results in the election of Mr. Henderson, the government will be able to carry on until the house meets. In that event the government will meet a hostile house, that is, the majority will be against them, although that majority will consist of two elements not very much in accord. On the other hand, if Mr. Henderson is defeated, the government will have no other course open except to resign, and the incoming administration will undoubtedly be able to gather to its support a sufficient number of members to keep itself secure in office. The present government party will go to pieces at once after Mr. Semlin's resignation. The defeat of Mr. Henderson would probably mean that a new government would be formed and the present house would live out its term. His election would mean such political confusion that a dissolution within a year would be absolutely necessary. The voters of New Westminster will thus see that a somewhat unusually weighty responsibility has been cast upon them by the latest turn in the political wheel of fortune. While the Colonist recognizes that there are some things to be said in favor of a dissolution, it believes the interests of the province would be best served by the formation of a new government out of the present house, which contains ample material for that purpose. The public will not be surprised to learn that there is a very strong feeling in New Westminster against Mr. Henderson. One cannot easily understand how it could be otherwise, unless, indeed, British Columbia is to take leave entirely of a regard for political honor. We regret to be compelled to lay stress upon this side of the case. At the general election the Colonist warmly espoused Mr. Henderson's cause, and the political friends with whom it acts did the same. He declared himself opposed to the then opposition and as generally in favor of the policy pursued by the Turner administration. In proof of this view of his position it is only necessary to mention that Mr. McBride, a pronounced government candidate, spoke at his meetings and joined with him in a public demonstration over what was believed to be the success of Mr. Turner and his friends. Besides this he was opposed to Mr. J. C. Brown, a pronounced supporter of the present government party, and by the Colonist, which is easily the most aggressive champion of that party. The ground of opposition to Mr. Henderson was the same as was urged in other parts of the province against Mr. Turner and his friends. Other proof could be given, if necessary, to show that Mr. Henderson wished to be recognized by the Turner government as a supporter. He will not deny that after his election he approached that government as a supporter, nor that during the election campaign he received every assistance that the friends of that government could give him. The manner in which he turned his back upon his friends, when he found they were about to lose office, excited the contempt even of those with whom he associated himself. While he cannot be denied the possession of considerable ability, and as a speaker he ranked with the most fluent in the house, it is safe to say that no man has ever held a seat in the legislature who stood as low in the estimation of his fellow members as Mr. Alexander Henderson did last session. That he felt his own degradation was only too clear. He seemed to feel, whenever he rose to speak, that the eyes of the house and galleries were upon him as upon a modern Judas Iscariot, a British Columbia edition of Benedict Arnold. How he can meet his former supporters in New Westminster face to face is something which we cannot explain, al-

though we do not know that it is more difficult than to discover how Mr. J. C. Brown and the Columbian are ready to give him their assistance. If there was a principle at stake the course of the former opponents of Mr. Henderson might be explained, but there is not a single principle upon which they can justify their course. Nor is it as if Mr. Henderson were specially fitted for his new post, because only a week or so ago the Columbian told us that he was not fit for it.

We shall not at this time present to the people of New Westminster what we regard as conclusive reasons why they ought to seize this opportunity to give Mr. Henderson and the government which he has joined a coup de grace. There will be ample time to do that later. Our only object at present is to commend the decision of the people of that constituency to wipe out the strain which Mr. Henderson would place upon it if he could have his way, and to show them the importance that is attached elsewhere to the impending contest.

THE RAILWAY SUBSIDIES.

Col. Prior's remarks upon the omission of the government to propose any railway subsidies for British Columbia bring up a matter once more that must not be allowed to remain dormant, namely, that this province is not receiving due consideration at the hands of parliament. It is not a sectional cry. As he pointed out, whenever any British Columbia representative asks for aid to a railway in this province he is met by the objection that the Canadian Pacific cost a very large sum. Can anything be more sectional than this? When an appropriation is proposed for New Brunswick, Nova Scotia or Quebec, does any one object that the Intercolonial cost a tremendous lot of money, and has never paid the country as a business enterprise? Is the money spent on canals urged as a reason why nothing more should be expended in Ontario? Did the fact that the government built the Canadian Pacific between Port Arthur and Winnipeg prevent the subsidizing this session of a line across the same region and almost within sight of the C. P. R.? Must not all these questions be answered in the negative, and this being so, what reason is there in setting up the cost of the Canadian Pacific as an answer to the just claims of this province?

We must do the Minister of Railways the justice to say that he did not raise this objection. He contented himself with saying that the last time a subsidy act was before parliament, British Columbia received \$3,000,000, referring thereby to the Crow's Nest Pass subsidy. We make no claim that this railway is not for the benefit of British Columbia, but it is not fair to charge the whole subsidy against this province, for the whole line is not in this province. Moreover, the railway, while undoubtedly beneficial to the southeastern portion of British Columbia, is to a very great extent a line for the benefit of the East, by affording that portion of Canada a short route into the Kootenay, and was so explained at the time. It was because the line was understood to be one that would be of especial advantage to the East and the prairie country that it met with such general approval.

Col. Prior spoke of four lines of railway, one or the other of which might well have been chosen as the recipient of parliamentary assistance. One of these was the V. V. & E. This road, when constructed, will give the merchants of the Coast cities a short route to the Boundary Creek country and Kootenay, besides opening a very valuable mining and farming region. This project is in such a position that if a subsidy had been forthcoming work would doubtless have been begun immediately. We have reason to think that when the parties interested applied for this subsidy they were met with the reply that the legislature of this province, having at the request of the present government, repudiated what the preceding legislature and government had done to secure the building of this line, there was no proof that the people of the province really wanted to have the line built. In this respect, as in many others, the government of British Columbia did not voice public sentiment, but its action was a sufficient excuse for refusal at Ottawa. We do not know if applications were made to the government for subsidies for the other lines referred to by Col. Prior, and hence are unable to say whether or not there was any refusal in these cases. However this may be, Col. Prior acted very wisely in bringing them under the attention of parliament. A railway to the north end of Vancouver Island, another from the Coast to Cariboo, and one from Ashcroft northward are among the most pressing needs of this province so far as railways go. Col. Prior having brought them prominently forward, they may be regarded as having advanced a stage. We suggest that during the parliamentary recess steps should be taken to place these enterprises in such a shape that when next the government comes down with a subsidy act some one or more of these important lines may be urged for consideration with some chance of success. Col. Prior has done his duty in the premises, and our only regret is that no other British Columbia representative was present to support the position taken by him and press the claims of British Columbia for consideration, if not at this session then at the earliest possible day.

NOT ALL ONE-SIDED.

A characteristically impudent article appears in the Post-Intelligencer in regard to the United States' pretensions in the North. The Seattle paper pretends to see a resemblance between the condi-

tion of American citizens in the Yukon and that of the Uitlanders in the Transvaal. The pretence is so specious on its face as to merit an answer. The relations between Canada and the United States bear no resemblance whatever to those between Great Britain and the Transvaal. The latter derives its political autonomy from the consent of Great Britain, and is bound to recognize the suzerainty of that power. Great Britain, therefore, has the right to interfere to protect her subjects from inequitable treatment at the hands of the Boer government. Great Britain has just as much right to protest because British subjects are not allowed to participate in the municipal government of Seattle, and the United States has just as much right to protest because the American colony in Paris does not take part in the government of France, as the Seattle paper has to raise any objection because United States citizens cannot vote in Dawson. It is needless to say that the Washington authorities will never make such egregious asses of themselves as to make any claim along the lines proposed by the Post-Intelligencer.

The Seattle paper says that it is not proposed that Canada shall give anything in exchange for a free port on Lynn Canal. It is not customary for a government to propose to give anything in exchange for what it has a perfect right to. Nevertheless, the claim of the Post-Intelligencer is not correct. If Interior Alaska is worth anything at all, the right of transportation of goods across the strip of Canadian territory, which separates the head waters of the Yukon from the Summit, is of just as great value to the United States as the right to the free entry of goods at Skagway to Canadians. We are not sure that the following view of the question has ever been advanced publicly:

United States citizens may possess, under the treaty of 1825, the right of free navigation to the upper Yukon. We are not sure that this is the case, but will concede it for the purpose of argument, and so as to eliminate from what we wish now to advance anything that may be disputed on behalf of the United States. That is to say, we concede that citizens of the United States have the right to send a steamer from, say, Circle City to Bennett, and to carry goods from Bennett, being a point in Canada, to Circle City, being a point in Alaska, without any further interference from the Canadian authorities than is necessary to prevent smuggling. This leaves a strip about 36 miles wide between the highest waters of the Yukon and salt water at Skagway. Now, the United States authorities admit that some portion of this strip is British territory, but we are accepting, for the time being, the full United States contention. It follows, therefore, that goods destined for Interior points before reaching the Yukon waters must cross what is claimed by the United States to be their territory, and also must cross what is admitted by the same authority to be British territory. That is to say, Canadian goods destined for points in the Canadian Yukon must cross United States territory for a distance of, say, 12 miles, more or less, after leaving Skagway, and United States goods destined for points in the Alaskan Yukon must cross 18 miles or more of British territory after leaving the Summit, before reaching the Yukon. Therefore, if the trade of the Alaskan portion of the Yukon valley is worth anything to the United States, and we are sure that the people of Seattle would be the last to contend otherwise, the right to the free passage across the Canadian strip of goods destined to that part of the river valley is quite as important to them as the right to the free entry of goods at Skagway is to the people of Canada.

But this is not the whole case. While temporarily the river is the channel of communication between Bennett and Dawson and the lower reaches of the Yukon, it will not always remain so. In a short time there will be rail connection as far as Dawson, and this will close up the route by way of St. Michael as effectually as if a dam were placed across the river. Our American neighbors will then be only too anxious to have liberal treatment accorded them by Canada in the matter of transportation across British territory. If the Seattle paper could see a little distance ahead it would realize that Seattle has more to gain than to lose by lending its aid to a friendly solution of the vexed question of ingress into the Yukon.

It may also be mentioned that while Canada would not be barred from her Northern territories if Lynn Canal was absolutely closed to traffic, for an alternate route can easily be obtained, the United States has no known means of reaching Interior Alaska except through Canadian territory or the roundabout St. Michael route. For these reasons we suggest that the Post-Intelligencer would do well to study geography.

"TIMES HAVE CHANGED."

From the Ottawa Journal.

In the last week of a five-months' session of Parliament, the Laurier government has passed a bill to increase the amount of six and a half million dollars. "Times have changed," as the Toronto Mail and Empire is careful to point out. At the end of the session of 1894 the then Conservative Government proposed railway grants aggregating three millions. Some Liberal leaders, all of them members of the present government, made remarks as follows:

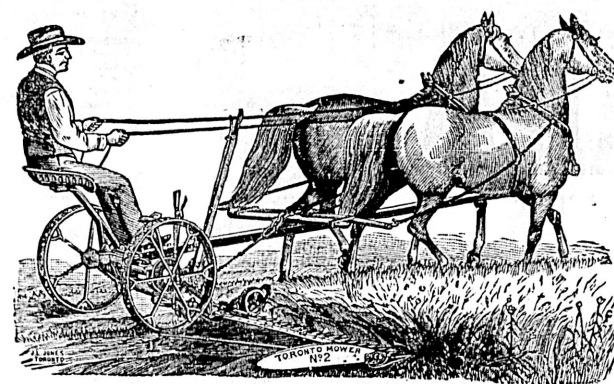
"Mr. Laurier—The session has lasted four months, and the government have had more time than was necessary to prepare their resolutions intelligently, covering as they do about sixty different railway schemes, and involving as they do over three millions of dollars. It is quite impossible under such circumstances that any man in this house can give intelligent attention to this question. I protest against such proceedings."

"Mr. Mills—We are in the fifth month of the session, and we now have for the first time brought under our attention a number of railway projects, the merits of which we have no opportunity to consider."

"Sir Richard Cartwright—This abuse is

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one of long standing, and therefore all the worse. We ought in all conscience at the time of the budget or about that time to get a description of what our obligations are and what further obligations it is proposed the country should incur. The practice of putting these resolutions off until the end of the session is carried in for the express purpose of stalling and preventing enquiry.

"Mr. Mulock—To-day we have scarcely more than one-half the House sitting and not one of us has had the opportunity of communicating with the outside world before we are asked to vote away public money. It is on the line of the whole financial administration of this government. They are practically engaged in wrecking the finances of Canada."

This week, the same gentleman, upon equally short notice demand that the country shall be pledged to double the expenditure.

Who says that Hansard is no use?

EXPLAINING HER POSITION.

"Of course as a general thing," she said, "I don't believe in marrying a man for money. But marriage is such a lottery, you see, and it's just as well to know for sure that there's something about him you'll like."—Chicago Post.



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Land Registry Act.

In the matter of the application of the Esquimalt Water Works Company of the City of Victoria, British Columbia, for a Certificate of Indefeasible Title to sections one hundred and thirteen (CXIII), one hundred and fourteen (CXIV), and West part (68 acres) of sections one hundred and fifteen (CXV) and one hundred and sixteen (CXVI), Lake District, sections twenty-three A (XXIII A) (formerly section thirteen (XIII) Lake District, part (5 acres) of section three (III), range two (II), West; sections one (I), two (II), three (III), four (IV), and five (V), range one (I), West; sections three (III), four (IV), and five (V), of part of sections one (I) and two (II), range O, West, Highland District, and sections six (VI), one hundred and three (CIII), and part of sections ninety-seven (CXVII), and one hundred and seven (CXVII), Esquimalt District.

Notice is hereby given that it is my intention to issue a certificate of Indefeasible Title to the above lands to the Esquimalt Water Works Company on the 6th day of October next, unless in the meantime a valid objection thereto be made to me in writing by some person having an estate or interest therein, or in some part thereof.

S. Y. WOOTTON,
Registrar-General.
Land Registry Office, Victoria, B. C., 4th July, 1899.

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VICTORIA, B.C.

NOTICE

CHANGE OF CORPORATE NAME.

Notice is hereby given that the Union Colliery Company of British Columbia, Limited Liability, intends to apply to the Honourable the Lieutenant-Governor for permission to change its name to that of the "Wellington Colliery Company, Limited Liability."

Dated Victoria, 15th July, 1899.

DAVID, POOLEY & LUXTON,

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Principals—Miss Dawson and Miss Green.

A boarding and day school, corner of Cadboro Bay road and Stanley avenue.

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[By Mr. Napier Denison.]

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|-------|-----------|-------|-----------|
| 1:00 | 4.8 feet. | 1:40 | 4.3 feet. |
| 5:10 | 8.0 feet. | 7:20 | 8.0 feet. |
| 12:00 | 5.9 feet. | 12:45 | 6.5 feet. |
| 19:00 | 8.3 feet. | 19:25 | 8.3 feet. |

THE LOCAL NEWS.

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Good office fittings, ink-stands, pen-racks, stationery cases, date-books, etc., etc. We are now showing a splendid line of these goods—best in B. C. Victoria Book & Stationery Co. (late Jamieson's).

Ladies:—If you are anxious to fill your books don't fail to call at the Sterling, 88 Yates street, on Saturday and Monday next, and get twenty trading stamps for every one dollar's worth of goods purchased.

Paid the Penalty.—The bear at the park, which a few days ago attacked a fawn, and afterwards one of the keepers, has been killed, it being considered dangerous to keep him any longer.

Funeral To-day.—The funeral of the late J. H. Todd will take place this afternoon from the residence, Johnson street, at 2:30, and later at St. John's church. The members of the Board of Trade, of which the deceased was an ex-president and prominent member, will attend in a body. Hacks will be in waiting for them at the Board of Trade building at 2 o'clock.

It costs no more, at Fawcett's Drug Store.

To buy what is pure and good; So don't waste your money, for I want you, my honey.

To buy at the New Drug Store.

Re-opening of Schools.—All the public schools will re-open on Monday. As there have been a number of changes since last term, Superintendent Eaton makes the following announcement: The Kingston Street school will be opened for the two lowest primary classes in South Park district. The half-time attendance in vogue last term for primary children is discontinued, and in future all the children will attend school both morning and afternoon. Primary class children who have not attended school before will not be admitted after the first week, except on the express permission of the City Superintendent. All the pupils entering the High School will report to

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Principal Paul at 9 a. m. on Monday and all the graduates of the graded school should report at their respective schools at 2 p. m. on Monday to receive their certificates.

Temporary Inconvenience.—The telephone company recently put into service their new metallic system switchboard, which the operators have not yet become accustomed to, causing a slight delay in answering calls. This will soon be remedied, and the company will give a better service than ever.

South Park School.—All junior pupils in the South ward are requested to assemble at the South Park school at 9 a. m. on Monday. The class for the Kingston Street school will be formed at the South Park building, and sent down to Kingston street from there.

Lots of Material.—If the city is in need of broken stone for street repairing, the City Engineer's attention is respectfully referred to Oak Bay avenue, and the road leading from Beacon Hill to Ross Bay. A few loads could be gathered up on these roads in a very short time, and at the same time they would be greatly improved for driving and wheeling.

Will be Investigated.—Mr. W. W. Stumbles, of the marine and fisheries department, Ottawa, yesterday met the committee appointed by the Board of Trade to make investigations regarding the reported infractions of the Game and Fisheries laws on Vancouver Island. Of course Mr. Stumbles can do nothing in respect to the game law, that being a provincial matter, but he will look into the alleged infractions of the Fisheries law, particularly in connection with the weirs on the Cowichan river, leaving for this morning to make a personal inspection of them.

Army Thanksgiving.—For the effective accomplishment of the annual harvest thanksgiving festival, the local corps of the Salvation Army has set itself as a goal of financial result the sum of \$200, which will be devoted to the maintenance and extension of their many beneficent agencies for the social amelioration of the degraded and needy classes. Gifts and contributions, of course, are in kind and of any kind will be equally acceptable. Anything to eat, wear or look at will not be refused. Knowing the warm and well-deserved sympathy which the acknowledged good work of the army has gathered, there seems to be little doubt that the highest expectations of those concerned will be realized.

Argument Concluded.—Before Mr. Justice Drake in Supreme court chambers yesterday argument was concluded on the motion to quash the municipal by-law closing the Craigflower road, and judgment was reserved. Mr. A. E. McPhillips, who appeared with Mr. Frank Higgins for the applicants, residents of Victoria West, read a number of affidavits alleging that the city had no right to close the road, and that Ad. Kinsman's property would be benefited by the change. The affidavits on behalf of the city, read by Mr. Bradburn, acting city solicitor, were to the effect that the detour made necessary by the closing of the street was only 333 feet, and that it would not inconvenience anybody. Another affidavit showed that Ad. Kinsman had taken no part in the passing of the by-law. Mr. McPhillips contended that the city had no right to close the road, it being only partly within the limits, and a trunk road to the district, and that the road was vested in the crown. Mr. Bradburn's reply was to the effect that the city could close any road within the city.

MUSIC AT GOLDSTREAM.

Fifth Regiment Will Play at the District Park To-morrow Afternoon.

The band concert at Goldstream to-morrow is sure to attract a big crowd, as last Sunday many Victorians had to forego their usual weekly outing. Trains will leave the Store street station at 9 a. m. and 2:30 p. m. leaving Goldstream at 9:30 a. m. and 7 p. m. The low rates places the pleasure of attending the concert at the disposal of all. The programme follows:

Overture—"Poet and Peasant".....Suppe
Concert Waltzes—"Babbie".....First
(From "The Little Minister")
Selection for "Les Huguenots".....Meyerbeer
Paraphrase on "Jerusalem the Golden".....Robinson
Popular Selection—"The Hummer".....Mackie
Tune—"The Girl I Left in Dixie".....Waltz for Me
"Open Your Eyes and Shut Your Eyes"
"You Got to Play Bang-De-Do"....."Look on You"
"Con. Oh Babe"....."You Ain't Changed a Bit from What You Used to Be"
"Mandy from Mandanville"
March to Calvary fr. "The Redemption"
Selection for "Il Trovatore".....Verdi
Romance fr. "Follow Thine".....H. Farmer
Duet for flute and clarinet.....Bandsmen Morse and Rausch.
Popular Selection—"Gems of the Season"
Containing "Miss Gaiety"....."There'll Never Be a Girl Like You"
"No Con Can Come Too Black"
"All I Want is Mr. Black"
"She Was Happy till She Met You"
"Mandy Lee"
"Lullie, My Lady Love"
"I Wonder Where She Is Tonight"
"Con's Game"
and the ending with the grand finale "Lightning Rod."
March—"Independence"
God Save the Queen.

Oak Bay to-night—Fifth regiment band.

The Angeles Connection.

Ratepayers Ask That a By-Law Be Submitted for Their Vote.

Visitors Address a Large Meeting Favoring Their Proposal.

An intelligent and attentive audience which quite filled the council chamber at the city hall last evening again heard the plans and policy of the Port Angeles Eastern railway company explained by Mr. Atkinson, the vice-president and general manager of that road, and without any adverse voice or vote passed the appended resolution with enthusiasm:

"Resolved that this meeting, having heard the proposition of Messrs. Cushing and Atkinson, for the establishment of a railway ferry service between Victoria and Port Angeles, with transcontinental connections, are of the opinion that a by-law embodying the terms of the proposition for a subsidy of \$17,500 per annum, for a period of 20 years, to be paid to a company chartered or formed under the laws of the province of British Columbia or Dominion be laid before the ratepayers for their action as early a date as practicable."

Mr. John Jardine was the mover, Ald. P. S. MacGregor seconded, and Mr. D. W. Higgins, M. P. P., in a brief address closing the evening's proceedings, heartily endorsed the proposals of the Port Angeles railway visitors. The other speakers of the occasion were all members of a party of forty from the city across the Straits, who came here by special steamer yesterday for the express purpose of showing themselves in favor of the scheme and supporting its promoters.

The meeting was prompt in coming down to business. It had been convened for 8 o'clock, and it was not ten minutes after the hour when the mayor took the chair by invitation of the assembled company.

His Worship confined himself in his introductory remarks strictly to his duties as a chairman. He explained that the meeting had been called at the request of the railway sub-committee of the Citizens' Committee of Fifty, in order that the Port Angeles Eastern railway company might have opportunity to bring their project more directly before the residents of Victoria. He then introduced President Cushing of the new road, whom he promised would present the proposition.

This duty Mr. Cushing in turn transferred to his Lieutenant, Vice-President and General Manager Atkinson, explaining that that gentleman, being more thoroughly conversant with the maze of details, would be the better able to lay all the facts before Victorians. Mr. Atkinson prefaced his remarks by referring to Victoria's present isolation, owing to which she was losing her trade, losing her wealth, losing her prestige and seeing other cities with less positive and pronounced advantages rapidly outstripping her in the race for supremacy and population.

To put herself on a par with these other cities, Victoria had to have a transcontinental railway connection. Such a connection his company were willing and able to furnish. They were now building their road to Olympia, and from this point it would be possible for them to secure connection with any of the transcontinental systems of the United States.

The Port Angeles Eastern was not to be tied to the Northern Pacific, or the Great Northern, or the Southern Pacific, or the C. P. R. It was to be an independent line, 110 miles long.

Of course, it would be a feeder that all these roads would appreciate to such an extent that they would be ready and glad to make traffic arrangements of the most satisfactory character for the short line. Some little time ago Victorians had looked with a little skepticism upon the ability of the Port Angeles Eastern getting a traffic arrangement of the character desired from the N. P. R. They had asked for an undertaking to this effect from President Mellon of the N. P. R. This gentleman had now given just such an undertaking, that his company were willing to execute such a contract, satisfactory to Victorians and ensuring a profit to the road.

This meant nothing less than that there would be no further discrimination against Victoria, and that freight from over the continent would be delivered here at healthy rates, as well as at Port Angeles.

Upon another point of recent interest there had been a report published in the one of the Port Angeles papers to the effect that the road had been suspended, or at all events, had practically ceased business. In explanation of this he would say that the company had found it advisable to disband the engineers' camp. They had regarded it as preferable to do a little preliminary cruising in the hope of finding a better route than any that had yet presented itself.

They had accordingly gone to Olympia on what was generally known as the Port Townsend Southern survey, which follows the coast line the entire distance. This, after inspection, had been pronounced not the best to be found, so four engineers had been sent out from Olympia to try and locate a better route.

Four others were engaged at another important point, while still other engineers' corps had set out from Squim Bay, cruising up the Dungeness river on the look-out for a pass between the Jupiter Hills and the Olympics.

So that, instead of knocking off work, the work had been increased, these men now in the field drawing infinitely higher salaries than the chain-men and similar grades employees that had been dispersed with.

If such a route were discovered as the experts are now cruising for, it would cut down the distance by 15 miles, shortening the haul for Victoria, as well as Port Angeles freight, by just that much, as well as lessening the distance to be travelled by Victorians going East when the ferry connection had been secured. Others, again, had anticipated that the road would never be built. As to this, he would say that the road had already been financed. The capital was ready to build it, and every contract had been drawn to run for 9 months from October 1. It was not intended to go about the work piecemeal. The entire line would be let in one contract, and the contractor

(Continued on Page Six).

Properties For Sale.

KINGSTON STREET—Lots 952 and 953. Good one-story house, lawn and garden, for sale cheap.

DALLAS ROAD—Three lots on this road at the corner of South Turner street; beautiful building site; \$2,000.

OAKLAND AVENUE—Two separate building sites, one containing over half an acre and overlooking the Straits. This is a beautiful piece of property and all good land. The other containing about an acre and a half. This is also good land and a good building site.

3000 ACRES LAKE, BEACON HILL PARK—Lot 14, facing this lake, for sale on easy terms.

OAK BAY AVENUE—Several good building lots on this avenue, \$200 each, \$25 cash and the balance in quarterly payments.

BEACON STREET—One lot on this street, \$575.

POUL BAY ROAD—Three lots, fenced in, have been under cultivation, all ready for building on, \$350, \$50 cash and balance on easy terms.

OAK BAY DISTRICT—Almost adjoining the city limits. Several acres of the very best class of land, \$500; on very easy terms.

SHOAL BAY (McNEILL ESTATE)—Three acres of this property, all under cultivation, on easy terms at a low figure.

OLD ESQUIMALT ROAD—One and a half acres near the residence of Mr. J. Bryden, \$300.

LANDSDOWNE ROAD—Several lots on this road and vicinity, in the city limits, \$50 each.

PEMBERTON & SON, Victoria, B. C.

WE GIVE TRADING STAMPS

WE GIVE TRADING STAMPS

DOUBLE TRADING STAMP DAYS

ON SATURDAY, AUG. 12

AND MONDAY, AUG. 14.

We offer 20 Trading Stamps for Every one dollar's worth of goods purchased.

THE STERLING,

88 YATES STREET.

Summer Clearance Sale of

BOOTS and SHOES

To Clear 100 pair Misses Tan School Boots—\$1.50 Now \$1.00

To Clear 50 pair Girls' Tan School Boots—\$1.25 Now 90c.

J. FULLERTON,

103 Government St.

Case Dismissed.—Some time ago David Bowen, a sewing-machine agent, visited the residence of Thomas Astel, of Constance street, Esquimalt, after having been warned to keep away from the house. On his second visit Bowen was bitten by a dog, which was chained in the yard. Yesterday he had Astel before the police magistrate on the charge of keeping a vicious dog. As the dog was chained up, and the complainant had been warned to keep off the premises, the case was dismissed.

A man's wife should always be the same, especially to her husband, but if she is weak and nervous, and uses Carter's Iron Pills, she cannot be, for they make her "feel like a different person," so they all say, and their husbands say so, too.

Go to Oak Bay to-night—band concert.

Pay Your Tailor \$30.00.

Or pay us \$15 for a business suit. If you are making money by all means go to the tailor and get his \$30 suit, we're nothing here as good. But if you want a nice looking, well-made business suit, that answers every ordinary requirement of the average business man, why, buy our \$15 suit, and

Don't Throw Away Your Money

Business Suits \$8, \$10, \$12, \$15.
Hats, Caps and Furnishings for man and boy.

W. G. Gameron,

The Acknowledged Cheapest Cash Clothier in Victoria.

55 Johnson Street.

JUST RECEIVED...

LOBSTERS, New Pack Clover Leaf.
LIME JUICE, Rose's.
CANDY and CHOCOLATES, Robertson's.
HAMS and BACON, Queen Brand.
BISCUITS, Christie.
APPLES, Gravenstein and Snow.

Roasted Peanuts, per lb. 15c
Broken Candy, per lb. 10c
Chocolate Cream Walnut and Peanut, per lb. 20c
20 lbs. Granulated Sugar for \$1.00
Oregon Peaches, the best, box \$1.00

HARDRESS CLARKE,

OLD POST OFFICE, GOVERNMENT ST.

Tempting Fruit

A tempting spread of fine, ripe fruit is here daily. We go wherever the best is to be found and choose the choicest. Why don't you do the same? Preserving time is here and fruit is scarce. Buy everything you'll need at once, before it is all gone.

W. G. Gameron,

D. R. POTTINGER'S

Ideal Provision Store, 72 Yates Street between Government and Broad Sts

Last Day of The Westside Sale of Dry Goods.

Enticing Values To-Day.

WE INVITE ALL THOSE WHO APPRECIATE BARGAINS IN DRY GOODS to visit the Westside to-day (the last day of this sale). In order to make to-day's selling brisk, we have put some very attractive prices on quite a number of lines, in addition to the regular sale prices in all departments.

For Instance :

Women's Colored Cellars and Cuffs, per set, 10c.
Balance of Women's Cotton Vests, long sleeves, at 5c, 7 1/2c, 10c and 15c each.
Children's Cotton Vests, at 5c.
Women's White Duck Waist Coats; regular \$1.15, at 25c each.
Women's Blouses, Jackets, Skirts, etc., sale prices.

Examine the price ticket marked in plain figures on each remnant, and then offer us half the amount. Remember, these prices in the first place are away under the regular value. Our idea is to get rid of them all to-day. Better buy now and save.

Remnants To-Day at Exactly Half-Price,

The Hutcheson Co., Ltd

Aug. 12, 1899.

For Ten Days...

We will give a discount of 20 per cent. on Boys' & Youths' suits for cash

W. & J. WILSON

83 Government St VICTORIA, B. C.

MANTELS, GRATES, and TILES,

Complete Fireplace Outfits in Latest Designs always on hand. An inspection invited. Call and see them at cor. Langley and Courtney sts. Near Post Office.

Agent for..... **W. J. ANDERSON**

LUXFER PRISMS.

GEO. POWELL & Co.

CHEAPSIDE * 127 GOVERNMENT ST.

IMPORTERS OF

Crockery and Glassware

FRUIT

Funnels for filling jars.
Jars, pts, qts and 1-2 gals.
Kettles, All Sizes.
Presses, Jelly Glasses.

Vancouver Island Agents for the Great Majestic Ranges.

J. N. S. WILLIAMS,

ENGINEER

is prepared to supply and erect in Mining, Milling and Metallurgical Machinery the best makers. Hand power and diamond rock drills a specialty. Office, No. 35 Board of Trade building, Victoria, P. O. Box 641.

Miss S. F. Smith, A. T. C. M.

Certificated pupil Toronto College of Music and Medalist of H. M. Field, of Leipzig, Germany.

WILL RE-COMMENCE

Classes in { Pianoforte Playing, Theory of Music, Harmony

Assisted by **MISS E. E. VOGEL.**

Certificated pupil of the Leipzig Conservatory, Germany.

September 1st, 1899. 57 Fort Street

Bicycles

Overhauled, Cleaned and Enamelled

I. X. L. CYCLERY

Best workmanship guaranteed.

Old Post Office, Government Street.

LAKESIDE HOTEL

Cowichan Lake.

Summer resort of the Island. Noted for its fishing. Stage leaves Duncan, E. & N. railway, Monday, Wednesday and Friday.

Special tickets will be issued by E. & N. railway for Cowichan Lake, good for 16 days, on Monday, Wednesday and Friday—\$5 return.

PRICE BROS., Props.

Clearance Sale

...of Bicycles...

For the next 30 days we offer the remainder of our 1899 Bicycles

AT COST.

There are many months of riding ahead yet. Now is a chance to get the best bicycles at lowest cash prices. No trading stamps will be given with wheels at cut prices.

Columbia, Cleveland, and Crescent Bicycles.

M. W. WAITT & Co.

Agents. 60 Government St.

NOTICE

GLASSES ADJUSTED. EYES TESTED FREE.

Port Angeles Connection.

(Continued from Page 5.)

might sub-let or not, as he found to his advantage. The company would deal with but one concern.

The Port Angeles Eastern did not come to Victoria now for the slightest assistance by bonus or otherwise, toward the building of their road. They were only asked, in return for giving Victoria direct transcontinental connection, what any fair-minded man would pronounce just and reasonable.

Nothing that was not equitable and right had been contained in the company's original proposition to Victorians, and for this reason the original proposition had been adhered to.

The company insisted that for the ferry and guarantee in rates Victoria should pay \$350,000. The bonus might be distributed over 20 years. It might be paid with city bonds. It made no difference to the company how it was distributed. Victorians could in this choose for themselves, but the connection could not be obtained for any diminished consideration.

Such a ferry as promised would deliver Victorians or goods from Victoria to Port Angeles within one hour, inclusive of docking. It would make this city, to all practical purposes, a railway terminus.

And in the building of these boats, Victorians would have an equal opportunity to bid.

There would be no preference shown to American firms. All that the company wanted in this was to secure the best possible value for themselves.

Another point that should not be lost sight of—nothing was asked from Victoria until "the goods were delivered"—not a cent.

After brief reference to the several other projects that have recently been put forward with the object of giving Victoria transcontinental connection, Mr. Atkinson proceeded to contrast the distances involved in these, stating that the Port Angeles ferryage of 19 miles to stand as unquestionably the best against 40 miles water journey by the most advantageous route.

With the ferry and new road in operation, Victoria would be brought within four hours of Olympia, while passengers from this city could go over the Northern Pacific railway to St. Paul just as quickly as they could be carried from Vancouver over the Canadian Pacific.

The question here involved was important to Victoria, for if the city was ever to be emancipated and fulfill its natural destiny it must have an outside connection to the South and East—by way of its nearest neighbor—Port Angeles.

This was the most feasible route. It was the common sense route. Nor did there appear to be any reason in the world why Victoria and Port Angeles should not work out a great destiny, hand in hand, as she had the start in wealth and population. The two cities could be and should be of mutual assistance.

Port Angeles was not pulling down any other city in order to rise. She was not striking at the life of Seattle or Tacoma or any other city. Indeed, Seattle had now gained such a position in the community of cities that she could not be disturbed.

At the same time it was not to be forgotten that both Port Angeles and Victoria were nearer to the ocean. That there was a large element of advantage in towing charges saved, to the favor of Victoria and the city over the Straits.

The fact had become patent to all who had looked carefully into the connection that without a railway connection she could not advance—she must at best stand still, and stagnation while other towns are advancing meant retrogression.

The connection with Port Angeles was still to be had. It was to be had upon the terms of the original agreement. Unless this proposition were accepted, the railway would go on, and when it had been completed, Victoria would have to come to Port Angeles and "see them."

The company held to its original request for \$350,000—in bonus or annual payment for 20 years. The money could be paid or the bonds of Victoria could be accepted with equal willingness.

At the suggestion of Mr. Noah Shakespeare, Mr. J. Corriggan was next called on. Mr. Corriggan is deputy collector of customs at Port Angeles, and also represents the Northern Pacific railway at that place. He approached the subject of the evening's meeting, he said, with considerable timidity, inasmuch as it would naturally be cause for resentment that a deputized man should come over from Port Angeles to try to show Victorians their business.

He strongly deprecated any such suggestion. He and his friends from Angeles had no thought or desire to attempt to teach Victorians their business. They came to Victoria because they recognized that the interests of this city and its neighbor over the Straits were identical and inseparable. If Victoria advanced, Port Angeles would advance; if Port Angeles prospered, Victoria would prosper under similar conditions.

Indeed, Victoria was in much the superior position, being an older city, larger, more populous, and more wealthy. It was also secure in its reputation for conservative consideration of any project laid before it, this conservatism being its strong guarantee against stampeding or sentiment in business matters. Nothing but the coldest argument would appeal to Victoria business men, and it was for this reason that he and some forty others of the leading men of Port Angeles had come to Victoria with the representatives of the railway, simply to endorse with their presence the proposition put forward and to say that they had proved the readiness and adaptability of the Port Angeles Eastern people to do all that they had promised to do.

Angels had been skeptical as to the ability of these gentlemen to perform. They had tried so many propositions, and had been disappointed. And these railway promoters had given there proposition that could not well be regarded as anything but fair. They had said to Port Angeles: "Get your bonus that we ask, and keep it until we deliver the goods. Appoint your committee, and go thoroughly into the details of our business. We will throw our books open to you, and you can make your own valuation. When your committee says that we are entitled to the bonus, we will take it from you."

The subsidy was raised, but long before it had been the railway people had started their work. They had now several miles of track graded, and it could be said of it that it was equal to any piece of road-bed in all the length and breadth of the United States. In dealing with Port Angeles, the company had paid \$50,000 before a word was said as to the subsidy. In the mean-

while, the citizens' committee had gone thoroughly into the railway work, and they had unanimously desired that the bonus was ordered paid—every man, woman and child in Port Angeles approved the paying out of the money, for they felt that it had been honestly and thoroughly earned—and they were delighted to find at least one proposition that was open, above-board, and had no strings attached, with business men in charge who were capable of carrying out their promises.

With regard to the Port Angeles Eastern Railway Company, he could, therefore, say to Victorians that they had amply redeemed their promises to Port Angeles, and there was no reason why they should not do the same to Victoria.

They were a solid company. The leading members of the company had their homes in Port Angeles. They had handsome and well-furnished offices there. They paid their debts in gold—not in saw-bone—and it was the "cold and silent cash" that talked the most eloquently. Further, he could endorse their absolute reliability. It had been a moot question in Victoria whether in the event of the \$350,000 being given and a railway ferry secured, the Port Angeles Eastern would be in a position to guarantee a transcontinental railway rate—in other words, whether the \$350,000 investment would be sure to return a good revenue.

His proposition there were two vital points to consider. One of these was Victoria's legitimate proportion of contribution to a railway connection from which she would reap great advantages. It was not proposed to ask for one cent from Victoria toward the railway, but it was held to be fair that she should contribute a similar proportion to that borne by Port Angeles and other towns in return for being put on a par with her most powerful rival, Vancouver, in the matter of railway connection. As to the question of freight being laid down in Victoria by the proposed outlet without any added or local rate, there could be no doubt. Victoria would be on an equal footing with Vancouver, and an equal fighting basis. Indeed, he would say that if Victorians got the southern and eastern connection by way of Port Angeles, they would be able to "lick the stuffing" out of Vancouver in commercial transactions, reversing the present conditions. There was no disguising the fact, however upstart, that might be—Vancouver was sapping the life blood of Victoria. Vancouver was coming in business, and Victoria was not. Vancouver was outstripping the provincial capital. But once Victoria was put on an equal footing with the C. P. R. town, by way of the Port Angeles Eastern, this town would win under the wire a winner. With a railway there could be nothing to stop the progress and prosperity of Victoria and Port Angeles. It would not be long before the Pullman cars from the Atlantic would be entering Port Angeles.

"How long shall I say with safety?" the speaker inquired, turning to General Manager Atkinson.

"Within one year," was that gentleman's reply.

Given Pullman cars from the East within a twelve-month, the transcontinental freight rates on the Pacific at her very doors, Port Angeles would in a year have a population of 10,000. In two years it would be 15,000. And so it would go on to greatness. Nothing could deter its growth, and if Victoria would join hands, the two cities would start the procession of progress on a good solid road—up and, and, and it could not be stopped, no matter who tried to stop it. Put the railway in the case and the story was told. As for the transcontinental connection, while it was quite as Mr. Atkinson had said, that the Port Angeles Eastern was an independent line, built with independent capital, and operated independently, the question forced itself forward, where did the new line go? It made its transit through Port Angeles, Olympia, and continental connection at Olympia. The whole line ran into the Pacific. It was as yet the Northern Pacific. It was as yet the road there now to connect with, and while it was quite well assured that the Southern Pacific railroad would come to Olympia a little later, presently could only be safely dealt with. The Northern Pacific with the Port Angeles Eastern, working with the Port Angeles Eastern, would give the people of Victoria a transcontinental freight rate.

The Northern Pacific that that road was ready and prepared to give such a rate—with no local charges whatever. The merchants of Victoria would be freed from the blood-thirsty operations of which they were the victims, and had been ever since the C. P. R. and had been ever since the C. P. R. was completed.

As soon as Victorians got the Port Angeles connection, they would find a second through transcontinental road coming down from the North—never until the outlet by the south and east, via Angeles, had been obtained.

With the suggested road through continental merchants from the East at the same time as Vancouver merchants, and with a breaking of bulk. They would eventually get two trans-continental outlets. They would secure the investment of immense sums of money in the opening up of the resources of the island. The Pacific would fall so long enveloping Victoria would demand from her. The city would demand and obtain her share of the commerce of the world.

It would mean much—this connection with the American railway system. It would mean the development of the gold, the iron, the copper, the tin, the granite, the marble, the more gold in the hills of Vancouver Island, the rock-ribbed hills of Vancouver Island, and then would come from the far away Klondike. The coal here at command, or the copper, or the iron, was as rich as any Klondike. Why men would rush to invest their millions in properties in the frozen North that could not be better than a speculation, when they had in Vancouver Island a certain opportunity to win equal large fortunes with a little of the investment, was something that could not fail to puzzle any man of common intellect. It was a fact, however. One thing that had militated against Victoria in the past had been her lack of confidence in her own possessions. Her well-to-do men were ready to invest in distant parts of the country. They were ready enough to invest in the Klondike, or Cariboo, or Klondike, overlooking their own promising fields. He had had reports from Barclay Sound and other points on the West Coast that were well calculated to astonish, and which quite justified him in speaking as he did. Victorians lacked confidence in their own resources, and this reason, as much as any other, outsiders hesitated to invest in them. Grass looked greener to Victorians in the white fields of Klondike than on her own hills or her own valleys. But a railway had to have business wherever it went. It did not enter into new territory unless for a purpose. It would admit that Victoria would prosper. Let her people take the Port Angeles Eastern, and when they did they would find a connection also with the C. P. R. Eith-

er the Esquimalt & Nanaimo Railway Company would extend their line to the north of the island, or it would be found that this would be done by the Port Angeles Eastern, though through a local company.

The twenty-one million back of this syndicate would also be found prepared to develop the hidden wealth of Vancouver Island, building roads to the West coast, if necessary, in this campaign. Railways had to make business, whether in coal, or gold, or copper, or timber, or other resource to be brought to market—and all of these Vancouver Island possessed, and the world asked for. But all these things would not come till Victorians put themselves on a level with the rest of the world, showing that they were alive and prepared to exert themselves. Port Angeles was alive, and Port Angeles knew it was. He looked upon the Victoria-Port Angeles combination as illustrating most aptly and effectively the true meaning of the Anglo-American alliance. Angeles and Victoria should be the twin apples of the Golden Pacific—the Anglo-American twins—and in years to come politicians would point to these two mighty cities, each bound up in sympathy and interest with the other, each ready to fight for the other, and each great in her commerce and importance, as the best possible object lesson of Anglo-American union in fullest development.

Then came a Victorian, Mr. John Jardine, who after warmly complimenting both Mr. Atkinson and Mr. Corriggan upon their presentation of "the facts of the case," said that he thought the time had arrived for Victoria to give this proposition thorough consideration. They well knew that Vancouver had outstripped them in the race for commercial supremacy, thanks to the great Canadian monopoly, and it was for Victorians to decide now how best to alter the condition of affairs. The merchants were not the only ones to be considered. It was becoming necessary to do something for the patient mechanics. He, for one, was quite willing that his property should bear the slightly increased taxation necessary to carry out this project—and it was not really so serious a thing when it was found that a per capita collection of 75 cents per annum would in 20 years dispose of it. The project appeared to be a very good bargain, and he accordingly moved the resolution printed in the introduction to this report.

The resolution was seconded by Ald. MacGregor, who thought that the time had arrived when Victorians should awaken to their own interests. He had given the matter of railway connection very careful consideration, and had come to the conclusion that Victoria was under the thumb of a giant corporation and could not expect to make progress until some leverage was obtained against that corporation. With reference to this proposal, Victoria had a number of business men and shippers who did not wish to see any corporation that would conflict with their personal interests. Without a railway Victoria would not grow, and unless the city grew and did business, what was to become of the laboring classes? A few wholesale men might make money under the present regime, but there were others to be considered also. He believed the only hope for Victoria lay in an American connection. The C. P. R. would certainly not come to Victoria unless forced to, and this was the only lever used to bring the C. P. R. to terms and make the C. P. R. treat Victorians in accordance with their deserts. There was no rational reason why the N. P. R. should not give the traffic arrangement that had been asked for by the Port Angeles Eastern, for the new road would become an excellent feeder road, and therefore to be encouraged as much as possible. At present the C. P. R. got fully 80 per cent. of Victoria's business, but given this connection with the American system, and the condition would be reversed for a time at all events. Until it was so reversed, Victorians could not hope for an end to the losses. The lesson of telegraph competition was very much in point, for while it was declared wires could not be kept up nor rates lowered, as soon as the Western Union came in, the C. P. R. found they could quite meet the wishes of Victorians, and the two companies served Victoria admirably.

Mr. Corriggan—And don't forget, the new line came in by way of Port Angeles.

Concluding, Ald. MacGregor said that he had seen no proposition of the many that had been put forward which was as likely to do the good that a railway would, and maintain connection at a cost of a third of a million, divided over a period of twenty years, was worth going in for, and he for one was quite willing to pay his share.

Mr. D. W. Higgins, M. P. P., also cordially endorsed the proposition, and being unanimously and with applause, the meeting adjourned after passing the customary votes of thanks.

A large number of ratepayers remained behind, and subscribed to the formal petition for a loan by bond.

MANY A LOVER
Has turned with disgust from the ethereal lovable girl with an angelic breath. Karl's Clover Root Tea purifies the breath by its action upon the bowels, etc., as nothing else will. Sold for years on absolute guarantee. Price 25 cents and 50 cents. Sold by Henderson Bros.

PERSONAL.
T. L. Briggs is over from New Westminster, B. C., on a professional visit to Vancouver.

J. B. H. Rickaby returned from the Sound yesterday.

Col. Prior, Mrs. and Miss Prior returned last night from Ottawa.

B. Gordon and Mrs. Gordon returned last evening from the Midland.

Thomas Geiger expects to leave for Dawson on or about the 23rd instant.

Mrs. (Major) Wilson leaves for Dawson shortly, there to join her husband.

J. Willet, Jr., left for Nelson this morning, after a visit to friends in Victoria.

Mrs. E. L. B. Matthes was among the passengers by the Islander from Vancouver last evening.

W. P. Bullen, M. Strouss and G. M. Leishman were among the Victorians returning from Vancouver yesterday.

J. Gerhardt Thinks left this morning on a professional visit to Vancouver. New Westminster, Ashcroft and Kamloops.

The archbishop of Rupert's Land, the Most Rev. Dr. Machray, Primate of the Canadian Church, is to visit Victoria next week. His grace will be the guest of the Bishop of McKay.

A. J. McKay, formerly superintendent of Bradstreet's for British Columbia, left for Toronto in April on account of ill-health, has fully recovered and now has charge of the Indianapolis office of Bradstreet's.

Garfield Pig Syrup
Best Blood Medicine for Babies and Children.

Twenty-Five Cents. All Dealers.

SICK HEADACHES
The curse of overworked womanhood, are quickly and surely cured by Karl's Clover Root Tea, the great blood purifier and tissue-builder. Money refunded if not satisfactory. Price 25 cents and 50 cents. Sold by Henderson Bros.

Stamps!



Stamps!!

We will give 20 Trading Stamps for every dollar spent with us during the next week commencing to-day, Saturday on Men's and Boys' Suits Only.

Bring your boys along, we wish to clear out our present stock, as we expect the fall goods to arrive shortly. Remember 20 stamps for every dollar on clothing only.

OAK HALL
McCandless Bros. 37 Johnson St.

Corby's Rye Whiskey.

In Bond or Duty Paid.

TURNER, BEETON & CO.

HEARD IN THE HOTEL CORRIDORS.

Among the guests at the Hotel Driard yesterday were the following Port Angelesites, who came over by special steamer to attend the meeting at the City hall last evening: Thomas H. Bradley, mayor; A. H. Gould, H. C. Miller, L. W. Taylor, councilmen; James Stewart, city attorney; Thomas T. Aldrich, county auditor; E. W. Elliott, county clerk; S. G. Thompson, county commissioner; S. G. Tuttle, county commissioner; Warren R. Dadds, county commissioner; M. J. Carrigan, deputy collector customs; Clarence P. Brown, L. T. Bass, L. Morgan, J. C. Taft, capitalists; John Corn, S. W. Hart, M. D., of the Cane Investment Company; C. A. Griggs, H. Johnson, A. L. Johnson, merchants; W. C. Ellisworth, real estate; E. M. Stanley, M. D., Thomas J. Murphy, attorney; William Banks, mechanical engineer; Ben T. Smith, editor Port Angeles Courier; W. H. Grant, insurance; Robert and William Warlick, merchants; C. A. Cushing, president and general manager; Arthur Shute, G.P.A.; John Trumbull, general counsel; Matt J. H. White, auditor of the Port Angeles Eastern Railway; and T. D. Moser.

Dr. Charles O'Reilly, superintendent of the General Hospital, Toronto; Dr. Baines, a prominent specialist of the metropolis of Ontario, and Judge F. M. Morson, of the county court of Ontario, arrived at the Driard last evening. They were accompanied from Vancouver by George H. Brown, executive agent of the C. P. R.

George E. McDonald, representing the Wellington and Union collieries on the Mainland, registered at the Driard last evening. He severed his connection with the C. P. R. a few days ago to enter upon his new duties.

Eastern Share Markets.

(Reported by F. S. Taggart & Co.)

| NEW YORK, Aug. 11. | | | |
|---------------------------|---------|---------|---------|
| Open. | High. | Low. | Close. |
| Am. Sugar | 137 1/2 | 137 1/2 | 137 1/2 |
| C. B. & S. St. Paul | 132 1/2 | 132 1/2 | 131 1/2 |
| C. M. & St. Paul | 117 1/2 | 117 1/2 | 117 1/2 |
| Manhattan | 120 1/2 | 119 1/2 | 119 1/2 |
| Peoples Gas | 116 1/2 | 116 1/2 | 116 1/2 |
| C. R. I. & P. | 116 1/2 | 116 1/2 | 116 1/2 |
| Am. Tobacco | 64 1/2 | 64 1/2 | 63 1/2 |
| Atchafson, pfd | 21 | 20 1/2 | 20 1/2 |
| Union P. pfd. | 77 1/2 | 77 1/2 | 77 1/2 |
| Union P. com. | 44 1/2 | 44 1/2 | 44 1/2 |
| T. O. & L. | 82 1/2 | 82 1/2 | 82 1/2 |
| L. & N. | 75 1/2 | 74 1/2 | 75 |
| B. R. T. | 114 1/2 | 114 1/2 | 114 1/2 |
| N. P. pfd. | 77 1/2 | 77 1/2 | 77 1/2 |
| A. S. & W. | 61 | 61 1/2 | 61 1/2 |
| Federal Steel | 60 1/2 | 60 1/2 | 59 1/2 |

Local Share Market

(Reported by Cuthbert & Co.)

| CHICAGO, Aug. 11. | | | |
|-------------------|--------|--------|--------|
| Wheat— | 69 1/2 | 71 | 69 1/2 |
| Sept. | 71 1/2 | 73 1/2 | 71 1/2 |
| Dec. | 71 1/2 | 73 1/2 | 71 1/2 |
| Corn— | 30 1/2 | 30 1/2 | 30 1/2 |
| Sept. | 28 1/2 | 28 1/2 | 28 1/2 |
| Dec. | 28 1/2 | 28 1/2 | 28 1/2 |
| Pork— | 82 1/2 | 82 1/2 | 81 1/2 |
| Sept. | 82 1/2 | 82 1/2 | 81 1/2 |

Friday, August 11.
The market was quiet but firm to-day. The trading ranged over quite a large list of stocks, but was not heavy. Some 15,000 Van Andes were sold at yesterday's prices. And some good sized blocks of Tumbler. Cariboo changed hands at 32 1/2 and 33. This stock is very firm, being very scarce and hard to get. Dardanelles is firm at 15, while Rathmullen has advanced a half point to 7 1/2. Silver Bell is selling at 4 1/2. Portney at 16 1/2, and Deer Park at 3 1/2. There is a very good buy at present price. Republic has advanced considerably during the past few days and is selling at 122. Other quotations are unchanged.

APIOL & STEEL PILLS
A REMEDY FOR IRREGULARITIES
Superbending Bitter Apple, Pili Ochia, Pennyroyal, &c.

Order of all Chemists, or post free for \$1.50 from EVANS & SONS, LTD., Victoria, B. C.

Martin, Pharmaceutical Chemist, Southam.

Sunday, August 13th.

FIFTH REGIMENT BAND

GOLDSTREAM PARK

Trains Leave 9:00 a.m. and 2:00 p.m.
Returning Leave Goldstream 5:30 p.m. and 7:30 p.m.

Fare 25 Cents Return.

GEO. L. COURTNEY, Traffic Manager, E. & N. Ry.

I Don't Smoke Yet But When I Do, You Bet, I Will Smoke THE IRVING CIGAR
J. HIRSCH SONS & CO. MFRS. MONTREAL

Pither & Leiser, Sole Agents, Victoria, B. C.

The John Noble TAILOR-MADE COSTUMES Cannot be Bought in a Shop
LADIES' smartest costume in sending orders to save carriage. WRITE FOR PATTERNS CATALOGUE.

But are promptly sent by Parcel Post to all parts of the Globe, safely packed, direct from The Largest Firm of Costumiers in the World.

A large number of CANADIAN ladies save money and trouble by direct with John Noble, because the costumes are so much better made, more durable and smarter than those made after paying postage, &c. It is found that the actual cost is much less than that charged at an ordinary shop.

PATTERNS SENT FREE
of the two good durable costumes in which Costumiers are usually supplied together with the new season illustrated LIST.

I—JOHN NOBLE CHEVY-OT SEALS, wrinkle and wrinkle-destroying.

II—JOHN NOBLE COSTUME COATING smooth-faced, medium weight.

A FULL DRESS LENGTH of either cloth (60 in. high) and after paying postage, for \$1.80 Post-1.80 age 80.

COSETS OF COSTUME
COSETS and Gilette COSETS are Black, Navy, Green, Blue, Purple and Electric.

MODEL 974.
Exceedingly well-made and carefully finished. \$2.50 3/4 Coat and skirt. Large Tailor-made. \$2.50 complete Costume. \$2.50 3/4 Coat and skirt. Large Tailor-made. \$2.50 complete Costume. \$2.50 3/4 Coat and skirt. Large Tailor-made. \$2.50 complete Costume.

MODEL 978.
Smarter and more finished. \$2.50 3/4 Coat and skirt. Large Tailor-made. \$2.50 complete Costume. \$2.50 3/4 Coat and skirt. Large Tailor-made. \$2.50 complete Costume.

Ladies can have these dresses or their own made up in any kind of Dress Fabric by skilled dressmakers at moderate cost. Patterns of any kind desired sent Post Free.

BANKERS: "LONDON & MIDLAND" BANK, LTD.

Kindly name this newspaper, when writing to—
JOHN NOBLE, LTD., MANCHESTER, England

NOTICE.
Members of the BRITISH COLUMBIA BOARD OF TRADE are requested to meet at the Board of Trade Building at 2 o'clock in the afternoon on Saturday the 12th inst., for the purpose of attending the funeral of the late Mr. J. H. Todd.

By Order of the Council,
F. BLWORTHY, Secretary.

Because They're Better,
more beautiful and more economical
That's why our
Metallic Ceilings and Walls
are being used by progressive people all over the country.
You can choose from designs suitable for any room of any size, with Borders, mouldings, etc. They are easily applied—easily cleaned—and strictly fire proof and sanitary, giving permanent beauty, points no other style of finish can offer.

Priests are moderate—if you'd like an estimate mail us an outline showing the shape and measurements of your walls and ceilings.
METALLIC ROOFING CO. Limited
MANUFACTURERS, TORONTO.

J. C. McLaren Belting Co.
PURE OAK TANNED
BELTING
is the only
Genuine Oak Tanned Belt made in the Dominion.
MONTREAL. TORONTO.
Stock carried by
A. B. FRASER, Sr., Selling Agent, Victoria
J. C. DIXON - Agent, Vancouver.

PITHER & LEISER,

Direct Importers and Wholesale Dealers in all the leading brands of

WINES, LIQUORS, ETC. ETC.

We carry a large stock in bond and duty paid. None but the best imported by us; we do not deal in goods of inferior quality; no cheap goods, but prices right. Some of our lines mentioned below,

WINES.

**G. H. Mumm & Co.'s
EXTRA DRY**

The great leader of Champagnes

"Preller" Glarets and Sauternes

B Burts Chateaus,
Sauternes,
and Burgundies.

LIQUORS.

"Hennessey" and "Martell" Brandy

In Case and Bulk.

Watson's Dundee Whisky

In Case and Bulk.

Walker's Famous "Kilmarnock"

In Case and Bulk.

Whyte & Mackay's
"SPECIAL"

and other well-known brands of Scotch.

SUNDRIES.

Lemp's Celebrated St. Louis Bottled Beer

The Extra Pale undoubtedly the very
finest beer imported. Take no other
insist upon having Lemp's.

"ROSBACH,"

The Best German Mineral Water.

Rose's Lime Juice and L. J. Cordial

Pints and Quarts.

Champagne de Pommes, quarts and
pints.

Pure White Wine Vinegar, etc., etc.

Havana Cigars.

Henry Clay & Bock Co.

H. Upmann,

Manuel Garcia.

El Timidad,

A de Villar y Villar,
and other choice brands

In a Domestic Cigar ask for the

"IRVING,"

and enjoy a good smoke.

PITHER & LEISER, - 13 and 15 Yates Street, - Victoria. B. C.

THE WEATHER.

Meteorological Office,
Victoria, August 11—8 p. m.
SYNOPSIS.

The barometer remains high off this Coast and low in Cariboo and Eastern California. The weather is fair and warm over the entire Pacific Slope, while in Alberta and Montana rain is falling. The present fair weather is likely to continue for several days.

TEMPERATURES.

| | Min. | Max. |
|---------------------|------|------|
| Victoria | 47 | 67 |
| New Westminster | 52 | 70 |
| Bandolup | 50 | 68 |
| Barkerville | 44 | 54 |
| Calgary | 50 | 56 |
| Winnipeg | 50 | 56 |
| Portland, Oregon | 50 | 72 |
| San Francisco, Cal. | 54 | 60 |

FORECASTS

For 24 hours from 5 a.m. (Pacific time)
Saturday:
Victoria and Vicinity—Moderate winds,
fair and warm to-day and Sunday.

Lower Mainland—Moderate winds, fair to-day and Sunday, higher temperature.

DENISON.

VICTORIA DAILY RECORD.

Report for twenty-four hours ending 5 p.m. Observations taken daily at 5 a.m., noon and 5 p.m.

FRIDAY, AUG. 11.

| | | | |
|--------|----|---------|----|
| 5 a.m. | 47 | Mean | 57 |
| Noon | 63 | Highest | 67 |
| 5 p.m. | 60 | Lowest | 47 |

The velocity and direction of the wind were as follows:

| | | |
|--------|------|----------------|
| 5 a.m. | Cal. | 3 miles south. |
| Noon | Cal. | 3 miles south. |
| 5 p.m. | Cal. | 3 miles south. |

Average state of weather—Fair.

Sunshine—2 hours 36 minutes.

Barometer at noon—Observed.....30.100

Corrected.....30.047

E. BAYNES REED,

Provincial Forecast Official.

Nowadays when women are trying to do everything it is not strange that many things are overdone. It is not strange that there are all kinds of physical and mental disturbances. If the woman who is a doctor, or a lawyer, or a journalist, or in business would not try to be a society woman too it might be different; but the woman who knows when she has done a day's work has yet to be born. Usually a woman's work is to keep doing until she drops. Working in this way has manifold evils. The most common trouble resulting from overexertion, either mentally or physically, is constipation of the bowels, with all its attendant horrors. Dr. Pierce's Pleasant Pellets are the most effective remedy in the market. They work upon the system easily, naturally. There is no unpleasant nausea after taking them. No gripping—no pain—no discomfort. They are composed of materials that go through the system gradually, collecting all impurities and, like the good little servants that they are, disposing of them effectually.

Why be without a refrigerator when you can buy one from Weiler Bros. at \$12 and upward.

Good programme at Oak Bay to-night.

Willapa From West Coast.

Progress of the Missions Most
Absorbing Topic in the
Settlements.

Northern Freight Carriers Warn
Shippers That Season's
End Approaches.

Port Hughes, which is the name now given to Bear river by the post office authorities, to avoid confusion with another Bear river on the East Coast, was the most remote port of call on the trip of the C. P. N. steamer Willapa, Capt. Hughes, completed yesterday. Coming up the Straits two four-masted schooners were passed, but not at close enough range to distinguish them. News is brought by the steamer that the new Methodist mission house at Clayoquot is now in frame and will be completed shortly. The present mission is in charge of Rev. Mr. Stone, but it is expected a new appointment is to be made shortly. The new Roman Catholic mission at Uluet is also nearing completion. It will be a large structure and a credit to the place. There is building, too, at Uluet a new residence for Mr. J. E. Sutton, who it will be remembered was burned out last Christmas. The Willapa had a good load of passengers on her return, including G. H. Kirkpatrick, who has made a prospecting tour of the Coast as far north as Quatsino; and A. J. McHardy, the owner of a steam launch on Alberni Canal, who is here to get a new boiler for his vessel. Other passengers were Mrs. Wilkinson and son, Miss Liddell, Mrs. Morrison and children, J. McGibbons, J. E. Walter, R. Elliot, C. Frank, W. Lorimer, P. Weldon, J. Bentley and J. W. McGregor.

MARINE NOTES.

Steamer Tees is due this evening from Skagway, and the City of Seattle on Monday.

Steamer Willapa leaves for West Coast points on Monday evening.

Tug Lorne returned from the Cape yesterday, after towing the coal-burner bark Charnier to sea from Departure Bay. The Lorne will now undergo an overhauling.

The tug J. M. Coleman arrived yesterday from Port Angeles with a party of 35 aboard, who came over to Victoria to attend the meeting called to discuss the Port Angeles ferry scheme.

The steamship companies operating on the Lake Bennett and Upper Yukon route have joined in a notice to shippers reading as follows:

NOTICE TO SHIPPERS.

Dawson City and Yukon Points.

On and after August 20th instant, shipments for Dawson City and Yukon points can only be accepted subject to the following conditions: 1. That the carriers do not guarantee to effect delivery before the close of the

present season of navigation, and are released by the shippers and consignees from all claims in respect of non-delivery. 2. That freight charges to Bennett, B. C., be prepaid.

The carriers will make every effort to deliver all shipments this season, but cannot undertake the responsibility of a guaranteed delivery.

CANADIAN DEVELOPMENT COMPANY, LTD.

BENNETT LAKE & KLONDIKE NAVIGATION CO., LTD.

JOHN IRVING, for JOHN IRVING NAVIGATION CO., LTD.

Victoria, B. C., Aug. 10, 1899.

MISCHIEVOUS LEGISLATION.

To the Editor of the Colonist.

Sir: Relating to the statement appearing in your issue of yesterday's date, viz., that British Columbia stocks had fallen still again 1 per cent., might I point out the inculcable harm being inflicted, not only upon individuals, but on the province generally by the tardy action taken to remove the very apparent root of the whole evil, the Eight-hour bill.

The mill-stone round the neck of the present government, in the form of Joseph Martin, has now been removed although we are assured it will never find a watery grave, and as certain, if not all, of the recent preposterous legislation of the last few months has been, justly or unjustly, laid to the charge of the late attorney-general, surely this will be a "new broom." To-day is the accepted day and hour of salvation (possibly) for the present government to take the necessary steps and make some showing—practical, not theoretical—that the bill will be repealed at no very distant date.

With the present state of unrest in South Africa, and the consequent flat state of the "Rand" market, British capital seeks a safe investment. This the province can supply, as is being demonstrated almost daily.

In March of the present year there were scattered over the province, more especially the mining districts, to my certain knowledge, no less than 400 capitalists, or their agents, one alone of this number representing £250,000, and with nearly all of these persons agreed that "good things" were to be had in the province. Many, again, returned, some with secured properties, others with glowing reports. Imagine, then, the shock with which they heard of the passing of an eight-hour bill, shortly after their departure!

I have lately had the opportunity of discussing the most pernicious details of a still more pernicious measure with many of the members from the mining districts proper, some supporters of the present government. All pronounce the measure as "rotten," while the government supporters, in nearly every case, aver they were misled entirely on the salient points of the bill, and were assured that the employers had been consulted and had given their approval to the bill. What hollow perfidy! The miners in the affected districts are howling vengeance on the framer of the bill. Surely, delay in repealing the measure can no longer be permitted by those in authority.

The government has shown its prompt willingness in the Atlin district to rectify matters, where such appeared necessary, and when placed before them in a clear and reasonable manner. The Lieutenant-Governor himself testified to the necessity for such alterations in that

district, as a result of his recent visit to Atlin. Surely, the loss of capital to the province, to say nothing of the injury to individuals, mine owners and miners, is ipso facto reason for alterations in the Southern mining centers.

To wait till the re-assembling of the legislature in January, with possibly a new ministry at the "wheel," is to kill the goose with the golden egg. Surely an order-in-council can be framed to meet the urgent requirements of so needy a case, or, failing that, some distinct and definite assurance that on a certain date the measure will become operative.

These kindly "chirists" I trust may find their way home for they are but well meant, after all.

Apologizing for so largely encroaching on your valuable space, I am

A WELL-WISHER OF THE PROVINCE.

PASSENGERS.

By steamer Utopia from the Sound:

Miss Kinsey, E. S. Shaffer, E. Shearer, Jas. Churchill, Mrs. P. V. Remana, Miss Rose Demmon, Miss Manchester, Mrs. Hale, I. Shatzer, Mrs. Shatzer, Mrs. Higgins, J. D. Black, Geo. Lewis, Mrs. Lewis, G. E. Brownell, Mrs. Brownell, W. W. White, G. Provost, G. Maxon, W. S. Harselle, W. R. Harselle, R. J. Hannah, E. R. Whitehead, Oscar Morrison, Mrs. Garbrock, J. M. Ward, Mrs. Ward, Wm. Harselle, Mrs. Shanser, Miss Hasler, S. G. Jackson, Mrs. Stearns, Miss McKenney, Geo. Mel. Brown, Mrs. J. R. McInnes, E. E. McDonald, C. L. Briggs, A. E. McCrae, R. C. Carter, W. P. Bullen, Col. Meier, M. Strovel, Mow Chunn, G. Dickerson, N. T. Thomson, J. W. Drake, Van. Cricket Club (17)

Per steamer Islander from Vancouver:

Ida Snyder, G. A. Bowman, C. H. Rowlands, E. C. Gendings, Allen Baines, J. W. White, W. Whiffa, J. Burk, G. Maxon, W. S. Harselle, W. R. Harselle, R. J. Hannah, E. R. Whitehead, Oscar Morrison, Mrs. Garbrock, J. M. Ward, Mrs. Ward, Wm. Harselle, Mrs. Shanser, Miss Hasler, S. G. Jackson, Mrs. Stearns, Miss McKenney, Geo. Mel. Brown, Mrs. J. R. McInnes, E. E. McDonald, C. L. Briggs, A. E. McCrae, R. C. Carter, W. P. Bullen, Col. Meier, M. Strovel, Mow Chunn, G. Dickerson, N. T. Thomson, J. W. Drake, Van. Cricket Club (17)

CONSIGNEES.

By steamer Utopia from the Sound:

Dodwell & Co., D. H. Ross, T. A. Hobbes, E. G. Prior & Co., S. Leiser, B. J. Saunders, N. T. Thomson, W. J. Anderson, Wm. Wilby, Mrs. M. McLaren, J. Carter, Erskine Wall Co., E. J. Prior & Co., O. M. Fox, Alphonse Dufour,

MINES and PROSPECTS

Examine and Reported on.
D. R. IRVINE for 12 years, officer of H.M. Geological P.O. Box 502, Survey, Scotland, Office at Seattle and 6 years mining & Ody, Victoria, B.C. experience in B. C.

Just Arrived...

Ladies' Habit Shirts,
Collars and Cuffs,
Battenberg Braids at
25 cents.

Mrs. W. Bickford,
63 FORT STREET.

LACROSSE.

The Nelson Lacrosse Team will play
the J. B. A. Lacrosse Team on Tues-
day 15th inst., at Caledonia Grounds.
Game to Commence at 4:30 Sharp.

NOTICE.

Notice is hereby given that at the next sitting of the Board of License Commissioners for the City of Victoria, B. C., I shall apply for a transfer of the license held by me to sell spirituous and fermented liquors on the premises lately known as the "Dominion Hotel," but now as the "Savoy Hotel," situated on Government street, in the City of Victoria aforesaid to myself and Harold John McDonnell.

WILLIAM ROBERT JACKSON.

RAGS

3 Cents a Pound will be
paid for Clean Cotton
Rags--not small cut-
tings--at this office

Penny Wise Pound Foolish.



A man usually sows as he reaps—his home comfort largely depends upon the kind of a Radiator he uses for his steam or hot water heating. He is assured of "peace" with the Safford Patent Radiator—it is the original invention in pipe-threading screw connections. A man is "a penny-wise and a pound-foolish" when he buys a Radiator that depends upon bolts, rods, and packing to prevent its leaking at the joints—some day or other that Radiator will leak and leak badly. That is why he should send for our free illustrated catalogue telling all about the twenty-five different styles workmanship and quality of

THE SAFFORD RADIATORS
For Hot Water and Steam Heating.

The Dominion Radiator Co., Ltd., Toronto, Ont

Boyd, Burns & Co. Agents, Vancouver

Appliances at Montreal, Quebec, St. John, N.B., Winnipeg, Vancouver, London, Glasgow, Edinburgh, Belfast, Antwerp, Berlin, Christchurch, Auckland, N.Z., Johannesburg, S.A. R.



Up-to-Date
Furniture,
...AT...
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Specialties in the reproduction of Early English and Jacobean styles. A quaint line of Chairs with appropriate coverings. A large range of the popular Golden Oak and Mahogany Finished Chairs. Note.—The above goods are direct from the leading manufacturers, and designed by first-class artists.